

MOTION BY SUPERVISOR DON KNABE

December 7, 2004

Over the past eight years, the City of Los Angeles and the Los Angeles World Airport officials have been developing Master Plans for expansion of the Los Angeles International Airport. The current LAX Master Plan, promoted by Mayor Hahn as a safety and security plan, will likely receive final approval from the City Council on December 7, 2004. This Plan, now known as the "Consensus Plan" does not enjoy consensus in our region. While the Board supports the broad objectives of a safe, secure and modernized LAX that could accommodate up to 78 million annual passengers, it has been consistent in its opposition to the current Master Plan.

The Board and several other interested agencies and individuals have raised numerous concerns over the current Master Plan and its environmental document. The County's comments on the City's EIS/EIR raises significant issues, including the use of an outdated baseline (1996), inadequate noise and air quality assessments, environmental justice analysis deficiencies,

- M O R E -

MOTION

BURKE	_____
YAROSLAVSKY	_____
KNABE	_____
ANTONOVICH	_____
MOLINA	_____

and inadequate alternatives analysis. The City has not directly addressed the County's concerns regarding the Master Plan's proposed security measures, the need for a regional solution to the air passenger and cargo needs of the future, the need to delete plans to develop the Ground Transportation Center ("GTC") in the Manchester Square area, or the ability of the City to cap growth of LAX at 78 MAP. Rather than consider these issues now before taking final action, the City has pushed forward with its Consensus Plan without full study, analysis and public dialogue regarding these important issues, and has instead promised to do more study and analysis later. And while the City has reached out to other jurisdictions like El Segundo, to address their issues and reach agreement, which the County should be supportive of, the City has not engaged in similar negotiations with the County over its numerous issues. Furthermore, the County would have no direct rights or the ability to enforce any agreement that is reached between the City and El Segundo.

The County's Airport Land Use Commission ("ALUC") has also considered the Master Plan and found it to be inconsistent with the County's Airport Land Use Plan (CLUP). Rather than address the issues raised by ALUC, the City has proposed to override ALUC's findings on December 7 as it moves ahead with its final approval of the Master Plan. The County, as an affected agency, should take issue with the City's override as the Master Plan is not only inconsistent with the CLUP, it also fails to ensure the orderly expansion of LAX while minimizing the public's exposure

to

- M O R E -

excessive noise and safety hazards, and is therefore, inconsistent with the overall objectives of the ALUC statutes. As a public agency, the County has a right to commence an appeal before ALUC over the City's approval of the Master Plan, and should engage in this process.

I, THEREFORE, MOVE that, upon final approval of the LAX Master Plan and certification of the Master Plan EIS/EIR by the City, the County Counsel be directed to initiate a lawsuit challenging the EIS/EIR within the appropriate limitations period, and coordinate and cooperate with other entities who's opposition of the LAX Master Plan is consistent with that of the County's.

I, FURTHER, MOVE that, upon final approval of the LAX Master Plan by the City, the County Counsel be directed to initiate an appeal with the County's Airport Land Use Commission within the appropriate limitations period over the City's approval of the LAX Master Plan on the basis that it is inconsistent with the objectives of the ALUC statutes, and on any other appropriate grounds.

#

TM:gr